4. Regarding the establishment of municipal tolls, you see that yours is not one of the major municipalities, nor is it at the top of the minor municipalities. Consequently, it is against the principle followed in such cases to allow you to open a toll gate on the road. Further, if you did open a toll gate at Changanachery, the travelling public will have to suffer from three toll gates between Kottayam and Tiruvalla, in a distance of 18 miles, that is, they will have to pay a toll roughly for every six miles. I do not think you yourself wish to inflict it upon the public. As I told you, there are waterways and the Government will raise no sort of objection to your levying tolls on your *vallams*.

135. Needs of Changanachery town.

MR. ITTIYAVIRA TARIAN (*Member, Trading Classes, Changanachery*) suggested the opening of a canal directly connecting Changanachery and Alleppey towns. Hill produce to the value of Rs. 50 lakhs passed through Changanachery for shipment at Alleppey annually. The proposed short cut would facilitate transport as the distance would be reduced by about eight miles. As the proposed canal passes through *Kandukrishi* lands, the cost of compensation would not be high ; and the expenditure might be recouped in part by the auction sale of portions of the present canal which would then become useless. The construction of the canal would also not be an expensive proposition as it would pass mostly through *punja* lands. Medical relief would be within easier reach of the people inhabiting the region between Alleppey and Changanachery. Changanachery was fast becoming an educational centre and the people of Kuttanad should be given easy access to the place. The work should be taken up at once and the usual plea of want of funds should not stand in its way.

Changanachery possessed a very busy and well-known market. The Changanachery-Cherukara *todu* carried the lion's share of the traffic, which was from Ernakulam and Cochin. The *todu*, ten miles long, was narrow, shallow and full of bends. Steam boats could not ply, boats could not use their sails and big *vallams* were often stranded. The cost of acquiring new lands would be counterbalanced by the receipts from the sale of the abandoned portions ; and the direct and indirect advantages that would accrue to the trade of the country would justify the expenditure.

The Changanachery-Vazhur road was in a deplorable condition. It should be repaired and metalled wherever necessary. The bridges at Kannod, Perumpanachi and Kunipalli should be strengthened, and the road rendered fit for motor traffic.

A shed should be constructed at the market landing. The Magistrate's court at Changanachery should be re-established. About 40 separate representations had been made in the matter ever since the abolition of the court. A public recreation ground should be provided in the heart of the town.

DEWAN'S REPLY: Mr. Ittiyavira Tarian, I am given to understand that the canals you propose are already covered by natural waterways ; all that is required is to link them up by cutting the intercepting bits of land. The Chief Engineer has called for a plan and statement of the area. He will, after the receipt of it, consider the question of a canal.

2. Then you turn to the Changanachery-Vazhur road. It is only between the 6th and 9th miles that the road is somewhat difficult. The question of recoating it with metal has already been taken up.

3. In regard to the establishment of a Magistrate's court at Changanachery, if you had listened to what I had said in reply to a previous representation, you will find your request for a Magistrate's court superfluous. Nevertheless, I will take the trouble of repeating the reply I have given and, that is, that the Government have ordered that the Munsiff at Changanachery be invested with magisterial powers.

4. In regard to the public recreation ground that you require at Changanachery, I would refer you to the reply that I gave to the previous Member.

136. Needs of the Kottayam taluk.

MR. KORA OUSEPH (*Member, Kottayam taluk, Group II*) said that the ryots in Kottayam taluk suffered from drought, floods, scarcity of manure and cattle trespass. Cattle pounds should be established in each *pakuthi*. Owners of trespassing cattle should be punished. There were no grazing grounds.

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